

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
AIR QUALITY TECHNICAL ADVISORY COMMITTEE MEETING

Thursday, September 10, 1998

MAG Office

Phoenix, Arizona

MEMBERS PRESENT

Harry Mitchell, Citizen Representative, Chairman

*Bill Bates, City of Avondale

Patrice Kraus, City of Chandler

Danielle Typinski, Town of Gilbert

Doug Kukino, City of Glendale

Victoria Sutton for Christine Zielonka, City of
Mesa

Gaye Knight, City of Phoenix

Larry Person, City of Scottsdale

Mike Short for Mary O'Conner, City of Tempe

*Walter Bouchard, Citizen Representative

Arve Dahl, Citizen Representative

*David Feuerherd, Arizona Lung Association

*W. Knox Ramsey, Jr., Arizona Automobile Dealers
Association

Greg Witherspoon, Salt River Project

*Brian O'Donnell, Southwest Gas Corporation

*Scott Davis, Arizona Public Service Company

Gina Grey, Western States Petroleum Association

Bryan Jungwirth, Regional Public Transportation
Authority

*Dave Berry, Arizona Motor Transport Association

Michael Kidd, Maricopa County Farm Bureau

*Samuel Aubrey, Arizona Rock Products
Association

*David Martin, Associated General Contractors

*Connie Wilhelm-Garcia, Homebuilders
Association of Central Arizona

H. Maynard Blumer, American Institute of
Architects- Central Arizona

Peter Allard, Valley Forward

*Ian Calkins, Phoenix Chamber of Commerce

Monica Pastor, University of Arizona - Cooperative
Extension

*Tom Russell, Arizona Nursery Association

Stephanie Bondeson, Arizona Department of
Transportation

Randy Sedlacek, Arizona Department of
Environmental Quality

Jo Crumbaker, Maricopa County Division of Air
Pollution Control

Mark Ellery for Dennis Ehrhart, Arizona
Department of Weights and Measures

Dennis Mittelstedt, Federal Highway
Administration

Judi Nelson, Arizona State University

Bobbie Bolt for James Klinker, Arizona Farm Bureau

B. Bobby Ramirez, Salt River Pima-Maricopa
Indian Community

David Rueckert, Citizen Representative

*Those members neither present nor represented by proxy.

OTHERS PRESENT

Lindy Bauer, Maricopa Association of
Governments

Allan Kosecki, Maricopa Association of
Governments

Michael Golden, Maricopa Association of
Governments

Chris Voigt, Maricopa Association of Governments

Gary Klihstoss, Arizona Auto Hobbyist Council

Cathy Arthur, Maricopa Association of Governments

Pat Cupell, Arizona Department of Transportation

Dan Blair, Gila River Community

Roger Roy, Maricopa Association Governments

Bobbi Sparrow, Arizona Automobile Dealers
Association

Dan Shein, House of Representatives Staff

Susan Anable, Senate Staff

1. Call to Order

A meeting of the MAG Air Quality Technical Advisory Committee was conducted on Thursday, September 10, 1998. Harry Mitchell, Citizen Representative, Chairman, called the meeting to order.

2. Approval of the June 11, 1998 Meeting Minutes

The Committee reviewed the minutes from the June 11, 1998 meeting. Byan Jungwirth, Regional Public Transit Authority, moved and David Rueckert, Citizen Representative, seconded and it was unanimously carried to approve the minutes from the June 11, 1998 meeting.

3. Draft Conformity Analysis for the Draft FY 1999-2003 MAG Transportation Improvement Program and Long Range Transportation Plan Summary and 1997 Update with Draft 1998 Addendum

Chris Voigt, MAG, gave a presentation on the Conformity Analysis for the Draft FY 1999-2003 MAG Transportation Improvement Program (TIP) and Long Range Transportation Plan Summary and 1997 Update with Draft 1998 Addendum (LRTP). Mr. Voigt indicated that there were a number of tests that were used to determine if the TIP and LRTP are in conformity.

The budget test was used to determine conformity for carbon monoxide and volatile organic compounds (VOCs). Under the budget test, the projected emissions due to motor vehicles are required to be less in the future, if the TIP and LRTP are implemented, than the emission levels or limits identified in applicable air quality plans. A color slide indicating the results of the budget test for carbon monoxide was displayed for the committee. The slide showed that for all future years which were modeled, the build scenario emissions were less than the budget of 513 metric tons per day. The budget was taken from the 1993 Carbon Monoxide Plan Addendum for the MAG Region. Two separate emission budgets for VOC's have been established for the MAG region. The first was established in the MAG 1993 Ozone Plan Addendum and the second was established in the 15 Percent Rate of Progress Plan imposed by the environmental protection agency earlier this year. Mr. Voigt displayed the results for both budgets. The results indicated that TIP and LRTP meets the criterion of being consistent with the budget of 88.42 metric tons per day set in the 1993 Ozone Plan Addendum and the budget of 76.7 metric tons per day set in the 15 Percent Rate of Progress Plan.

Since there is no applicable PM-10 Plan for the MAG region that would have established an emissions budget for particulate matter, a build - no build test was used to determine conformity for PM-10. Under the build - no build test, the conformity regulations indicate that the TIP and Long Range Transportation Plan may be found in conformity if emissions for the analysis years are less if the TIP and LRTP are built compared to the emissions if the TIP and LRTP are not built. Mr. Voigt displayed the results indicating that for all future years which were modeled, the build scenarios emissions were less than the no build scenarios emissions.

The conformity analysis also focuses on the implementation of transportation control measures (TCMs). Chapter 4 of the 1998 Conformity Analysis provides an update of the current status of the

implementation of TCMs identified in applicable state implementation plans. The chapter concludes that the implementation of the TIP and LRTP will support and not impede the implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. Mr. Voigt displayed a pie chart illustrating the total funding programmed in the TIP that implement or provide for the timely implementation of transportation control measures.

Blue Crowley, private citizen, indicated that he was not satisfied with the MAG effort to publicize the public hearings for the Serious Area Carbon Monoxide Plan and TIP, LRTP and Conformity Analysis. He also stated that hearings should be advertised on buses and bus fares should be subsidized for those who attend the meeting.

Chairman Mitchell indicated to Mr. Crowley that the Air Quality Technical Advisory Committee meeting was not a public hearing. The Committee does not make policy and only can recommend action to the Regional Council.

4. Draft MAG 1998 Serious Area Carbon Monoxide Plan

Lindy Bauer, MAG, made a presentation on the Draft MAG 1998 Serious Area Carbon Monoxide Plan. Carbon monoxide can be an air pollution problem during the winter months. The National Ambient Air Quality Standard for carbon monoxide is nine parts per million for an eight hour average. In 1984 there were 86 exceedances of the carbon monoxide. In contrast, there were no exceedances in 1997. Based upon the 1993 base year emissions inventory, the primary sources of carbon monoxide are: Onroad Mobile 70 percent, Nonroad Mobile 26 percent, Area Sources 3 percent, and Point Sources 1 percent.

Ms. Bauer indicated that the Air Quality Policy Committee and Air Quality Technical Advisory Committee should be proud of their effort to vote on over 100 measures. The State and local governments committed to measures that collectively are estimated to reduce emissions by 14.3 percent by December 31, 2000. This is greater than the 13.6 percent that is needed to reach attainment. The predicted peak concentration with the committed measures is 8.9 part per million. The Serious Area Carbon Monoxide Plan also contains several contingency measures. The collective impact of the contingency measures is approximately a 2 percent reduction in emissions in 2000, which is sufficient to off-set one year's growth in vehicle miles of travel. The annual growth in vehicle miles of travel is 2.6 percent which results in a target emission reduction of 2 percent in 2000. Not including the contingency measures the sources of emissions are estimated in 2000 to be: Onroad Mobile 73.1 percent, Nonroad Mobile 21.3 percent, Area Sources 4.9 percent, and Point Sources 0.7 percent. The projected carbon monoxide emissions from Onroad Mobile will set a budget for the conformity analysis of 392.8 metric tons/day.

The day before the public hearing, the Environmental Protection Agency (EPA) submitted comments to MAG regarding the use of the 1993 emissions inventory. The EPA indicated that MAG should compare the 1993 Emissions Inventory to the 1996 Emissions Inventory currently being prepared by Maricopa County. If the comparison shows that there is a significant difference between the two inventories, than MAG may have to remodel the attainment demonstration using the 1996 Emissions Inventory. This new analysis will postpone the submittal of the Serious Area Plan. Other comments

submitted during the public comment period covered a number of topics, including aldehydes, multimodal lifestyles, mass transit, rail, model performance, fuels, transportation planning, and transit transfers from MAG meetings and hearings. The Arizona Center for Law in the Public Interest and the Arizona Department of Environmental Quality also commented on the Plan.

Jo Crumbaker, Maricopa County Environmental Services Department, indicated that the County has not yet held a public hearing on the 1996 Emissions Inventory. Public comments were received between July and August 1998.

5. 1996 Annual Progress Report for Air Quality Plans

Joy Bell, Maricopa County Environmental Services Department, indicated that cities, towns, county departments, and the state were surveyed to produce the 1996 Annual Progress Report for Air Quality Plans. Maricopa County highlights in 1996 include the issuance of 11 high air pollution advisories, fuels sold in Maricopa County were required to have a maximum vapor pressure of 7 psi in the summer, and Maricopa County adopted two new VOC rules and revised nine VOC rules implementing reasonably available control technology. The Arizona State Legislature passed Senate Bill 1002. The bill requires Federal emission standards on heavy duty diesel vehicles, snap acceleration tests, and prohibits the sale of diesel fuel more than 500 ppm in the Nonattainment Area. Ms. Bell indicated that in 1996 there were 2 days in which the carbon monoxide standard was exceeded and 10 days in which the ozone standard was exceeded. The 24 hour PM-10 standard was not exceeded in 1996.

Maynard Blumer, American Institute of Architects- Central Arizona, indicated that soil conservation is a major measure in reducing PM-10 emissions. However, there were not a lot of responses in the report relating to soil conservation. This region should learn from the Oklahoma dust bowl experience in developing strategies to reduce PM-10 emissions from rural areas. Mr. Blumer also indicated that the installation of roundabouts at congested intersections could reduce emissions from idling vehicles.

Randy Sedlacek, Arizona Department of Environmental Quality, indicated that a Governor's Task Force was created to determine best practices in reducing PM-10 emissions from agricultural sources. There is also an ad hoc technical committee that is assisting the task force.

Gaye Knight, City of Phoenix, complemented Maricopa County on the progress report.

6. Nonroad Emission Inventory Improvement Study

Chris Voigt, MAG, gave a presentation on the Nonroad Emissions Inventory Improvement Study. The study was initiated in 1995 and was conducted by Systems Application International (SAI). The technical analysis was completed in early 1998. The selected sources for the study were recreational marine vessels, or pleasure crafts, and nonroad equipment, including residential lawn and garden equipment and generator sets under fifty horsepower and commercial lawn maintenance equipment, turf equipment and generator sets under 50 horsepower. The study includes two memos. The first

memo provided the emission inventory for Lake Pleasant and Bartlett Reservoir. The emission estimates were formulated using updated activity data, such as boating activity reports, and emission factors from the EPA 1991 Nonroad Engine and Vehicle Emission Study (NEVES). The second memo provided the emission inventory for the other nonroad sources. These estimates were formulated using updated activity data, such as mail and phone surveys.

7. Call to The Public

Blue Crowley, Citizen, indicated that MAG and the Arizona Department of Transportation should consider a multimodal approach to transportation.

H. Maynard Blumer, American Institute of Architects - Central Arizona, indicated that he had a discussion with an architect from London. The architect had said that privatization had ruined the London transit system.

8. Next Meeting

Chairman Mitchell indicated that the next meeting of the Air Quality Technical Advisory Committee would be held on October 8, 1998 at 2:30 pm.